

OFFICE OF  
THE CITY CLERK,  
CITY HALL, RICHMOND, VA.

January 24, 1912.  
TO WHOM IT MAY CONCERN:

WHEREAS The Virginia Railway and Power Company, successor and assignee of the Richmond Passenger and Power Company, has made application to the Council of the City of Richmond, requesting an amendment of the franchise granted to the Richmond Passenger and Power Company by the ordinance approved December 23, 1899, entitled, "An Ordinance to authorize the construction and operation of a Street Railway within the limits of the City of Richmond by the Richmond Passenger and Power Company," that releases the said Virginia Railway and Power Company, assignee of the Richmond Passenger and Power Company, from the performance of certain duties required by the said ordinance of December 23, 1899, and that authorizes an increase of charges to be made by said assignee for the use by the public of the benefits of said franchise; and—

WHEREAS a joint resolution of the Council of the City of Richmond, approved January 24, 1912, has directed that ten (10) days notice be given by the City Clerk of said proposed amendment; NOW, THEREFORE:

NOTICE IS HEREBY GIVEN that the said application has been made and filed as required by law, and notice is further given that the said proposed amendment is in the words and figures following:

A. AN ORDINANCE.  
To amend and re-ordinance a of an ordinance approved December 23, 1899, entitled, "An Ordinance to authorize the construction and operation of a street railway within the limits of the City of Richmond by the Richmond Passenger and Power Company," so as to permit the sale of the Seven Pines line on certain conditions affecting the rate of fare on and the right to transfer as to and from the said Seven Pines line.

Be it ordained by the Council of the City of Richmond—  
1. That section 3 of an ordinance approved December 23, 1899, entitled, "An Ordinance to authorize the construction and operation of a street railway within the limits of the City of Richmond by the Richmond Passenger and Power Company," be amended and re-ordinance so as to read as follows, to-wit:

8. All the rights and privileges hereby granted to the Richmond Passenger and Power Company, with the consent of the City Council, may be exercised by any successor or assignee, or by any assignee of the Richmond Passenger and Power Company, but such successor, or assignee, or assigns, shall be subject to all the obligations, stipulations, forfeitures and penalties herebefore prescribed as applicable to the said Richmond Passenger and Power Company; provided, however, that consent is hereby granted to the Virginia Railway and Power Company, successor of the Richmond Passenger and Power Company, to sell, transfer and assign to the Richmond, Urbanna and Peninsula Railway Company, that portion of its street railway system known as the Seven Pines line, which extends from Twenty-ninth and "P" Streets in the city of Richmond, to Seven Pines, in the county of Henrico, together with the right to operate and maintain the same within the present, or any future, limits of the city of Richmond, subject to the said Virginia Railway and Power Company, and subject also to the terms and conditions of

the said ordinance, approved December 23, 1899, and to the following terms and conditions so far as they are in conflict therewith, and amendatory thereof:

8-a. When and as soon as the said Virginia Railway and Power Company and the said Richmond, Urbanna and Peninsula Railway Company shall have entered into an agreement commencing the transfer of the said Seven Pines line, and a copy thereof has been filed with the clerk of the Council of the City of Richmond, and the said Virginia Railway and Power Company, successor of the Richmond Passenger and Power Company, and the said Richmond, Urbanna and Peninsula Railway Company, shall each have filed in writing with the clerk of the Council of the City of Richmond an acceptance of the provisions of this ordinance, then the said Virginia Railway and Power Company shall thereupon be forever relieved and released, except as hereinafter provided, of and from all the obligations, terms, conditions and provisions of the ordinance approved December 23, 1899, granting a franchise to the Richmond Passenger and Power Company, so far as the same applies to that portion of the said Seven Pines line lying beyond the present corporate limits of the city of Richmond.

8-b. The consent hereby given to the aforesaid sale, transfer and assignment is given on condition that the same shall be made subject to the company, that if the said Richmond, Urbanna and Peninsula Railway Company shall fail to begin the work of surveying the proposed railroad from Richmond to Urbanna within ninety days after the approval of this ordinance, or if it shall fail to begin the work of construction of the said railroad within nine months after the approval of this ordinance, or fail to continue the said work to and across the Pamunkey River to the reasonable satisfaction of the City Engineer, or if the said Richmond, Urbanna and Peninsula Railway Company shall fail to complete the said railroad and have the same in operation to and across the Pamunkey River, within two years after the approval of this ordinance, then and in either event the Council of the City of Richmond shall have the right to repeal this ordinance, and in the event of such repeal the said sale, transfer and assignment hereby conditionally consented to by the Council of the City of Richmond shall be void and of no effect, and the said Richmond, Urbanna and Peninsula Railway Company shall thereupon surrender to the Virginia Railway and Power Company, its successors or assigns, and the Richmond Passenger and Power Company, its successors or assigns, the full and absolute ownership, operation and control of the said Seven Pines line, subject to all the terms and provisions of the ordinance approved December 23, 1899, granting a franchise to the Richmond Passenger and Power Company, and subject, especially, to the duties and obligations in relation to the rate of fare upon, and to the transfer of passengers to and from the said Seven Pines line, as the same exist at the time of such transfer, sale and assignment, all of which said terms, provisions, duties and obligations shall thereupon be of the same force and effect as binding upon the said Virginia Railway and Power Company, its successors or assigns, from and after the date of any such repeal of this ordinance, as if this ordinance had never been adopted; provided, however, that no provisions of this ordinance shall become effective unless and until the said Richmond, Urbanna and Peninsula Railway Company shall, within thirty days after the approval hereof, file with the Auditor of the City of Richmond a bond payable to the City of Richmond as liquidated damages in a penalty of fifty thousand dollars (\$50,000.00), with surety approved by the City Attorney, to be held by said Auditor, and to be conditioned as follows, to-wit:

(1) That if the said Richmond, Urbanna and Peninsula Railway Company shall, within ninety days after the approval of this ordinance, file with the clerk of the Council the agreement between the said Richmond, Urbanna and Peninsula Railway Company and the Virginia Railway and Power Company, and the acceptance of the provisions of this ordinance by both of said companies, as set forth in section 8-a hereof;

(2) That the said Richmond, Urbanna and Peninsula Railway Company shall begin the work of surveying the proposed railroad from Richmond to Urbanna within ninety days after the

approval of this ordinance, and shall begin the work of construction of the said railroad within nine months after such approval, and shall continue the said work of construction to the reasonable satisfaction of the City Engineer, and shall complete the said railroad and have the same in operation to and across the Pamunkey River, through the county of Hanover, and to and across the Pamunkey River, within two years after the approval of this ordinance, and have the same in operation to the town of Urbanna, in Middlesex county, within five years after such approval;

(3) That if the said Richmond, Urbanna and Peninsula Railway Company shall fail to carry out each and every one of the conditions and stipulations above set forth, then and in such case, the said bond shall be forfeited and become immediately and absolutely payable without offset to the City of Richmond as liquidated damages.

(4) That if the said Richmond, Urbanna and Peninsula Railway Company shall comply with the said conditions and stipulations as set forth in sub-sections (1) and (2) above, then the said bond shall be transferred and delivered to the said Richmond, Urbanna and Peninsula Railway Company.

8-c. The Richmond, Urbanna and Peninsula Railway Company in the operation of the Seven Pines line shall charge not more than five cents for passage between any two points on said line from Twenty-ninth and "P" Streets, in the city of Richmond, to Seven Pines, in the county of Henrico, Virginia, but six (6) tickets, each good for such passage, shall be sold for not more than twenty-five cents. Every passenger car operated on said line shall be in charge of a conductor, who shall constantly have in his possession an ample and adequate supply of tickets to be sold and delivered to all passengers desiring the same; and between the hours of 5:30 A. M. and 7 A. M. of each day the said conductor shall have a like supply of tickets, which shall be sold and delivered to all passengers desiring the same, at the rate of two for five cents to be used on said line only between the hours of 5:30 A. M. and 7 A. M. from Monday to Saturday, inclusive. The said company shall place on sale, at convenient points to its patrons, tickets to be sold and delivered to pupils presenting a certificate of enrollment in some school in the city of Richmond, or along said Seven Pines line, at the rate of two for five cents, to be used only between the hours of 8 A. M. and 4 P. M. from Monday to Friday, inclusive, and to be good for such passage aforesaid on said line. The said company shall deliver such tickets shall be entitled to ride the same distance as though such person had paid a cash fare of five cents; provided, however, that this Richmond, Urbanna and Peninsula Railway Company shall not be required to give transfer slips without extra charge therefor to any and all passengers boarding the cars of said company within the present corporate limits of the City of Richmond, or any extension thereof, who have, or are tendered the said cash fare, or any of said tickets, the said transfer slips to be good for passage on any connecting cars of the Virginia Railway and Power Company, the City of Richmond, with all rights and privileges of original passengers upon said cars operated under the aforesaid franchise of the Richmond Passenger and Power Company, and shall be accepted therefor by said company. The Virginia Railway and Power Company shall give, and the Richmond, Urbanna and Peninsula Railway Company shall receive transfer slips, without extra charge therefor, good for passage to any point on the said Seven Pines line within the present corporate limits of the City of Richmond, or any extension thereof.

The said Richmond, Urbanna and Peninsula Railway Company shall establish and regularly maintain on said Seven Pines line a daily schedule at least one car in each direction between Richmond and Seven Pines, as follows, to-wit: Every thirty minutes from 5:30 A. M. to 8:30 A. M., and every thirty minutes from 8 P. M. to 8 P. M., and every forty-five minutes from 8:30 A. M. to 5 P. M., and every forty-five minutes from 8 P. M. to 11:45 P. M., and said company shall render reasonable and adequate service.

8-d. The said Richmond, Urbanna and Peninsula Railway Company shall establish and maintain its principal office in the City of Richmond, together with the auditing and disbursing officers and the books and accounts of the said company. Nothing in this ordinance shall be construed to exempt the said Richmond, Urbanna and Peninsula Railway Company from liability to general taxation at the rate assessed on the property of other persons within the city, which liability for general taxation is hereby expressly recognized, and shall continue during the whole period for which this franchise may continue. The assessment of the property of the said company for that purpose shall be made upon the valuation of its property as assessed by the City of Richmond, as made for purposes of State taxation, which valuation, however, shall, in any case, include all of the rolling stock of the said company, whether assessed for State purposes or not, and the same shall likewise be liable to general taxation within the city. Said company shall also be liable to the payment of assessments for street and other improvements.

8-e. For any failure to comply with any provision or requirement of this ordinance, or of any ordinance revoking this ordinance in accordance with the terms hereof, by either of the companies aforesaid, the company so failing shall be liable to a fine of not less than ten nor more than fifty dollars, recoverable before the Police Justice of the City of Richmond, each day's failure to be a separate offense.

2. This ordinance shall be in force from its passage.

And notice is hereby further given that the said application and proposed amendment may be considered at a meeting of the Common Council of the City of Richmond to be held in the Council Chamber, in the City Hall, in the City of Richmond, on Monday, the 5th day of February, 1912, at 8 o'clock P. M. of that day, and may be considered by the Board of Aldermen of the City of Richmond at a meeting to be held at some day subsequent thereto, in the Council Chamber, City Hall, in the City of Richmond.

BEN T. AUGUST,  
City Clerk.  
Examined and approved:  
H. R. POLLARD,  
City Attorney.

The Confederate Museum  
TWELFTH AND CLAY STREETS  
OPEN 9 A. M. TO 6 P. M.  
Admission, 25c. Free on Saturdays.

## SIXTIETH ANNUAL STATEMENT

OF THE

# Massachusetts Mutual Life Insurance Company

SPRINGFIELD, MASS.

Year Ending December 31, 1911

On the basis of paid-for insurance

Net Assets, December 31, 1910..... \$58,124,366.96

## Income

Premiums (less \$110,403.11 for reinsurance)..... \$9,563,918.97  
Interest and rents (less \$27,038.05 for amortization of bonds)..... 2,809,378.35  
All other income..... 353,004.85

Total income..... 12,726,302.17

\$70,850,669.13

## Disbursements

Death claims (less \$66,000 reinsurance)..... \$2,578,350.04  
Matured endowments..... 303,286.00  
Surplus returned to policyholders in dividends..... 1,739,498.00  
Surrendered and canceled policies..... 959,304.50

Total payments to policyholders..... \$5,580,438.54  
Claims under supplementary contracts not involving life contingencies..... 142,623.39

Commissions, salaries and allowances for managers, agents and agency employees, \$1,052,329.21; agency supervision and traveling, \$4,111.22; medical examinations and inspection of risks, \$86,920.81; salaries of officers and home office employees, \$251,112.36; legal expenses, \$1,275.91; insurance department and other fees and licenses, \$16,984.49; rents, home office and agencies, \$92,422.50; advertising, printing, stationery, postage, telephone, telegraph, express and exchange, \$95,713.82; furniture and fixtures, \$15,773.23; all other expenses, \$24,184.73.

Taxes on real estate, reserves, premiums and income..... 1,640,828.  
Expenses on real estate..... 205,777.9.  
Decrease in book value of real estate by adjustment..... 26,070.45  
61,497.59

Total disbursements..... 7,657,236.15

Net assets, December 31, 1911..... \$63,193,432.98  
Deferred premiums (reserve charged in liabilities), net..... 763,014.47  
Premiums in course of collection (reserve charged in liabilities), net..... 368,863.98  
Interest (due, \$21,504.23; accrued but not due, \$930,595.01)..... 952,099.24

Total..... \$65,277,410.67  
Deduct difference between book and market values..... 546,768.36

Gross assets, December 31, 1911..... \$64,730,642.31

## Liabilities

Reserve, Massachusetts standard..... \$56,844,618.00  
Reported death claims and matured endowments awaiting proofs, \$168,614; in course of settlement, \$15,455.14..... 184,069.14  
Reserved for death claims of 1911; notices received in 1912 prior to completion of this statement..... 7,046.04  
Supplementary contracts not involving life contingencies..... 521,893.37  
Unpaid dividends..... 86,107.29  
Accumulated dividend fund (including \$146,401.67 interest) subject to the order of the insured..... 1,003,911.07  
Reserved for dividends apportioned in 1911, payable on policy anniversaries during the first five months of 1912..... 795,899.46  
Reserve for Federal and State taxes payable in 1912..... 178,772.73  
Unpaid expenses, including bills not presented..... 34,681.70  
Premiums paid in advance..... 52,091.01  
Interest paid in advance..... 560.83

Total liabilities..... \$59,709,650.64

Surplus, December 31, 1911..... \$5,020,991.67

New insurance paid for in 1911, under 13,966 policies..... \$34,922,672  
Insurance in force (including paid-up additions) December 31, 1911, under 124,776 policies..... \$283,660,270

Springfield, Mass., January 16, 1912.

The receipts, disbursements and balances of the Massachusetts Mutual Life Insurance Company for the year 1911, as shown by the foregoing statement, have been carefully audited under our supervision and found to be correct, and we have personally examined and verified the Company's securities.

H. S. HYDE,  
N. C. NEWELL,  
E. A. GROESBECK, } Auditors.

Wm. W. McCLENNCH, President

Wm. H. SARGENT, Vice-President

OSCAR B. IRELAND, 2nd Vice-Pres. and Actuary. WHEELER H. HALL, Secretary

CHARLES B. RICHARDSON,

General Agent for Virginia

405-6-7 Mutual Building,

Richmond, Virginia

**HENRY S. HUTZLER & CO**  
**BANKERS**  
**SOLICIT YOUR PATRONAGE**  
**IN ALL LINES OF**  
**GENERAL BANKING.**  
**INTEREST ALLOWED**  
**ON SAVINGS ACCOUNTS.**

## The Men Behind the Guns

In the Manchester National Bank—the men who are putting this bank in the forefront of such institutions in Greater Richmond—are the following well-known citizens:

F. P. McConnell, President.  
W. L. Walters, Vice-President.  
A. A. Adkins, Vice-President.  
D. C. Ballard, Cashier.  
W. J. Fisher, Assistant Cashier.

### DIRECTORS.

J. P. Jones, J. P. Sadler,  
W. L. Walters, F. P. McConnell,  
H. A. Wells, C. T. Walters,  
Dr. E. T. Rucker, H. E. Kidd,  
A. A. Adkins, R. H. Bruce,  
D. C. Ballard.

You know every one of these men. Our officers are all experienced bankers, and our directors successful men in their several callings. We want your account in the Manchester National.

We believe the names of the officers and directors printed above is a sufficient guarantee that this bank can make it greatly to your advantage to become a depositor.

Hundreds of new accounts have been opened this month, but we want yours.

**Manchester National Bank**